

AMENDMENTS TO THE SPECIFICATION

The specification has been amended as follows:

Page 1

The paragraph at lines 11-17 has been amended as follows:

In general, side members are used on an underbody in order to increase the strength and rigidity of a vehicle body and extend in a longitudinal direction of the vehicle body to form a frame-like configuration. Bumper beams are provided at end portions of the side members to absorb ~~impact~~ an impact when the vehicle collides to thereby protect the vehicle body at the front and rear thereof.

Page 4

The heading at line 23 has been amended as follows:

DETAILED DESCRIPTION OF THE ~~PREFERRED EMBODIMENTS~~ PRESENT INVENTION

Pages 5-6

The cross member and other components are desirably provided at the distal end portion of the side member. This is because, when referring to a front cross member for an example, a radiator R (see Figs. 1 and 2) which is supported on the front cross member needs to be disposed at as frontward a position as possible on the vehicle body so that the ~~radiator~~ radiator R is located as far away from the engine E (see Figs. 1 and 2) as possible so as to increase the cooling efficiency. In this case, it can be conceived that a longer front side member is

designed so that the front cross member can be disposed at the distal end portion of the front side member made so longer. However, as a matter of vehicle body layout, in the event that the ~~engine~~engine E is installed at the front of the vehicle body, the size of an engine compartment is limited. Due to this, it is not preferable to design such a longer front side member. The ~~radiator~~radiator R which is supported on the front cross member can be disposed at as frontward a position as possible on the vehicle body by attaching the front cross member to the distal end portion of the front side member, whereby increasing the cooling efficiency of the ~~radiator~~radiator R and using the ~~engine~~engine E compartment effectively.

Pages 7-8

The paragraph beginning on page 7, line 12 and ending on page 8, line 1 has been amended as follows:

A pass-bolt hole 28 for allowing a bolt 28A to pass therethrough to fix a bracket 40 and the cross member 70 therewith is provided in the vertical side portion 24 at an appropriate position which is spaced away longitudinally rearward an appropriate distance from a front end of the vertical side portion 24. In addition, recessed portions 29 are provided vertically for absorbing impact generated at the

time of collision. The recessed portions 29 may be formed by press working. In this case, the inside of the side member is recessed as well. Additionally, a pass-bolt hole 27 for allowing a bolt 27A to pass ~~therethrough~~ therethrough to fix the bracket 40 therewith is provided in the sloping side portion 25 at an appropriate position which is spaced away longitudinally rearward an appropriate distance from a front end of the sloping side portion 25.

Page 9

The paragraph at lines 6-25 has been amended as follows:

The outer side member 20 and the inner side member 30 are mated to each other via a transverse adjustment jig (not shown), so as to facilitate fitting of the bracket 40. To be specific, the outer side member 20 and the inner side member 30 hold the transverse adjustment jig with the open portion of the outer side member 20 and an open portion of the inner side member 30 ~~facing to each~~ facing each other. Then, the abutment portion 21 and the abutment portion 31 are mated to each other in such a manner that the flange portion 22 overlaps a top side of the flange portion 32, whereas the flange portion 23 overlaps a top side of the flange portion 33. Thus, a distance between the vertical side portion 24 and the vertical side portion 34, that is, the width of the side member 10 is

determined, and a closed cross-sectioned end portion having the octagonal cross-sectional shape is thus formed. Then, the side member 10, which has been adjusted transversely, is welded at not only the abutment portions 21, 31 but also the other portions such as the flange portions 22, 23, 32, 33 and is thereafter painted.

Page 11

The paragraph at lines 1-9 has been amended as follows:

In addition, pass-bolt holes 48, 58 (Fig. 4), ~~47 and 47,~~ and 57 which allow the bolt 28A, the bolt 38A, the bolt ~~27A~~ and 27A, and the bolt 37A to pass therethrough, respectively, to fix the bracket 40 to the side member 10 therewith are provided in the vertical side portion 44, the vertical side portion 54, the sloping side portion ~~45 and 45,~~ and the sloping side portion 55 at appropriate positions which are spaced away longitudinally rearward an appropriate distance from front ends of those portions.

Page 13

The paragraph at lines 16-24 has been amended as follows:

In addition, a pass-bolt hole 78 and a pass-bolt hole 88 which allow the bolt 28A and the bolt 38A to pass therethrough, respectively, to fix the member engagement portion 72 to the side member 10 therewith are provided,

respectively, in the vertical side portion 74 and the vertical side ~~portion 88~~portion 84 which are brought into abutment with the side member 10 at appropriate positions which are spaced away longitudinally rearward an appropriate distance from front ends of the vertical side portions.

Page 15

The paragraph at lines 10-22 has been amended as follows:

Firstly, the transverse adjustment jig is used to ~~joint~~join the outer side member 20 and the inner side member 30 together. The closed cross-sectioned end portion having the octagonal cross section is ~~formed inside~~defined by the side member 10. The closed cross-sectioned end portion includes the flange portion 22 and the flange portion 23, the sloping side portion 25, the vertical side portion 24, the sloping side portion 26, the flange portion ~~23 and the 23~~, the flange portion 33, the sloping portion 36, the vertical side portion 34, and the sloping side portion 35. The distal end portion which corresponds to the external shape of the closed cross-sectioned end portion is formed on an external side of the side member 10.

Pages 17-18

The paragraph beginning on page 17, line 25 and ending on page 18, line 3 has been amended as follows:

Thus, the bumper beam 60 can be easily attached to the bracket 40 using the guide bolts 50A, 50B which ~~are made to~~ protrude forward of the vehicle body, whereby the working efficiency can be improved.